

effective and comprehensive approach to reform our illegal immigration policy. Nothing will improve until they do.

The (Springfield, MA) Republican: With eye on elections, House votes on fence, September 19, 2006

There has been much nonsensical talk around the matter of illegal immigration. And now there's been an extraordinarily nonsensical vote to go with all that blather. *Waco (TX) Tribune: Border fence more stunt than solution, September 18, 2006*

On a vote of 283-138, the House passed a Republican-written bill authorizing the construction of about 700 miles of fence along the 2,000-mile border with Mexico.

That's it. Shell out more than a billion tax dollars to build a partial fence along the U.S.-Mexico border. This legislation doesn't come within shouting distance of meaningful.

Voters should consider the unfunded partial-fence bill passed last week by the House as little more than an election-year stunt.

San Francisco Chronicle: Border fences—and fantasies, September 17, 2006

So when House Speaker Dennis Hastert, R-Ill., said last week that "Republicans believe we can have a no-penetration border" and that "if we build a fence, they will no longer come illegally," he was operating in the realm of politics, not reality.

What's needed is a far more sophisticated response to the immigration problem. A fence is likely to exacerbate the problem rather than resolve it.

Orlando Sentinel: Stall game, September 17, 2006

It's time the House and Senate tear down the partisan fencing that keeps America divided, and find a solution to a problem that is theirs—and theirs alone—to fix.

Inland Valley Daily Bulletin (Ontario, CA): Border policies review welcome, but fence is not, September 17, 2006

The fence strikes us as pre-election pandering so that lawmakers can go home to their districts and say they're cracking down on illegal immigration. But a wall won't cut it, if history is any guide.

East Valley Tribune (Scottsdale/Mesa, AZ): A meeting at the fence, September 17, 2006

Just as the 1986 reforms failed to stop illegal immigration because promised border and workplace enforcement didn't follow, a single-minded approach now to this complex program would drive illegal immigrants and human smugglers to take even greater risks to scale fences and sneak past border agents, while ignoring a huge shadow underclass of people living and working among us.

Arizona and all Americans deserve better from Washington.

Boston Herald: House hammers its message home, September 16, 2006

The House had an opportunity to achieve real reform on immigration, but the hard business of negotiating a compromise with the Senate doesn't make for a pithy campaign slogan. Easier to say "I voted in favor of a fence along the border. Twice."

South Florida Sun-Sentinel: More 'part' measures on immigration, September 16, 2006

Congress has had plenty of time to address this issue, but has chosen to use it as a political football in the upcoming elections. Now the GOP leadership says it wants changes approved in bits and pieces.

Piecemeal approaches, however, are what stymied immigration reform in the first place.

Lompoc (CA) Record: Immigration, long fences and workers, September 15, 2006

This nation needs immigration reform and secure borders, but it needs a law that makes

sense. Building a new fence doesn't make sense, and will only line the pockets of fencing contractors, while having little or no effect on the flow of illegal immigrants.

The Tennessean: Why no immigration bill?, September 12, 2006

Leaders from both parties vowed that 2006 would be the year for immigration reform. Yet by their inaction, members of Congress have marked 2006 only as the year for immigration rhetoric.

The House and Senate have passed vastly different versions of immigration reform. Leaders now say that the differences are too great to be reconciled.

That's not true. Both bills include serious provisions about border security. Those provisions create enough common ground for Congress to reach compromise on other elements, including a guest worker program.

Mr. KENNEDY. Mr. President, how much time do I have remaining?

The PRESIDING OFFICER. The time of the Senator has expired.

Mr. KENNEDY. Mr. President, could I ask for 2 minutes?

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

NATIONAL INTELLIGENCE ESTIMATE—IRAQ

Mr. KENNEDY. Mr. President, to bring to the attention of the Senate, during the consideration of the DOD appropriations, I offered an amendment with my colleague Senator REID about an NIE for Iraq. We have not had an NIE—National Intelligence Estimate—just for Iraq. The one that has been printed in the newspapers, or the reports in the newspapers have been an NIE about global terrorism, of which Iraq was a part, but we have not had an NIE on Iraq in the last 2½ years. This was accepted in the conference report.

Yesterday I sent a letter to Mr. Negroponte, with Senator ROCKEFELLER, Senator LEVIN, Senator BIDEN, Senator REID, and Senator REED, urging him to move forward. It outlines the areas to be covered in the assessment. I had that letter printed in the RECORD.

I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

Mrs. HUTCHISON. Mr. President, we have four unanimous consent requests that I think have been cleared. I also want to reserve time for Senator LEAHY and Senator CORNYN, after the unanimous consent request, to say whatever they wish to say.

WRIGHT AMENDMENT REFORM ACT OF 2006

Mrs. HUTCHISON. Mr. President, I ask unanimous consent the Senate proceed to the immediate consideration of Calendar No. 563, S. 3661.

The PRESIDING OFFICER. The clerk will report the bill by title.

The legislative clerk read as follows:

A bill (S. 3661) to amend section 29 of the International Air Transportation Competition Act of 1979 relating to air transpor-

tation to and from Love Field, Texas, which had been reported from the Committee on Commerce, Science, and Transportation, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

SECTION 1. FINDINGS.

The Congress finds the following:

(1) The Dallas-Fort Worth region is served by two large airports, Dallas-Fort Worth International Airport and Love Field. American Airlines and Southwest Airlines each have their headquarters, respectively, at these two airports.

(2) Dallas-Fort Worth International Airport ranks fourth nationally and had more than 28 million enplanements in 2005. Love Field ranks fifty-sixth and had nearly 3 million enplanements in 2005.

(3) The history of the development and creation of the Dallas-Fort Worth International Airport and the subsequent use of Love Field has been one of continuous disagreement, frequent litigation, and constant uncertainty within the local communities. As a result of these factors, this has been the only time that Congress has intervened, with the consent of the local communities, to promulgate specific rules relating to the scope of a locally owned airport. Having done so, the dispute cannot end without a change in federal statutes. Therefore, Congress recognizes the completely unique historical circumstances involving these two airport and cities and the previous unprecedented history of legislation. This legislation is based on the compelling consensus of the civic parties to resolve the dispute on a permanent basis, assure the end of litigation, and establish long-term stability.

(4) In 1979, Congress intervened and passed legislation known as the Wright Amendment which imposed restrictions at Love Field limiting service from the airport to points within the State of Texas and States contiguous to Texas. Congress has since allowed service to the additional States of Alabama, Kansas, Mississippi, and Missouri. At the urging of Congressional leaders, local community leaders have reached consensus on a proposal for eliminating the restrictions at Love Field in a manner deemed equitable by the involved parties. That consensus is reflected in an agreement dated July 11, 2006.

(5) The agreement dated July 11, 2006, does not limit an air carrier's access to the Dallas Fort Worth metropolitan area, and in fact may increase access opportunities to other carriers and communities. It is not Congressional intent to limit any air carrier's access to either airport.

(6) At the urging of the Civil Aeronautics Board (CAB), the communities originally intended to create one large international airport, and close Love Field to commercial air transportation. Funding for the new airport was, in part, predicated on the closing of Love Field to commercial service, and was agreed to by the carriers then serving Love Field. Southwest Airlines, created after the local decision was made, asserted its rights and as a result a new international airport was built, and Love Field remained open.

(7) Congress also recognizes that the agreement, dated July 11, 2006, does not harm any city that is currently being served by these airports, and thus the agreement does not adversely affect the airline industry or other communities that are currently receiving service, or hope to receive service in the future.

(8) Congress finds that the agreement, dated July 11, 2006, furthers the public interest as consumers in, and accessing, the Dallas and Fort Worth areas should benefit from increased competition.

(9) Congress also recognizes that each of the parties was forced to make concessions to reach an agreement. The two carriers, Southwest Airlines and American Airlines, did so independently, determining what is in each of their interests separately. The negotiations between the